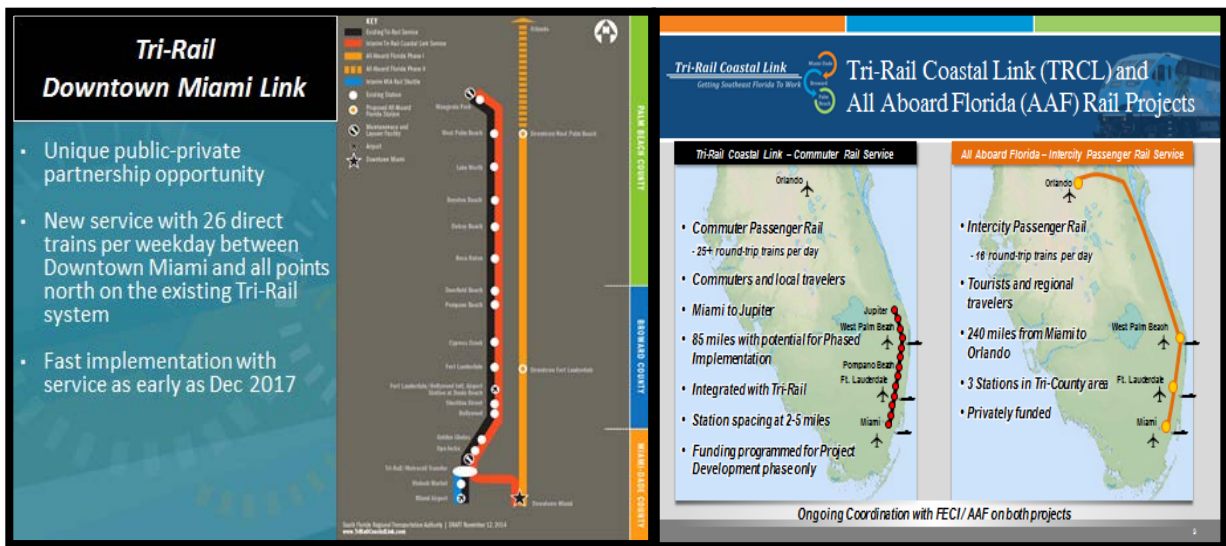


## Tri-Rail Downtown Miami Central Station Project Description

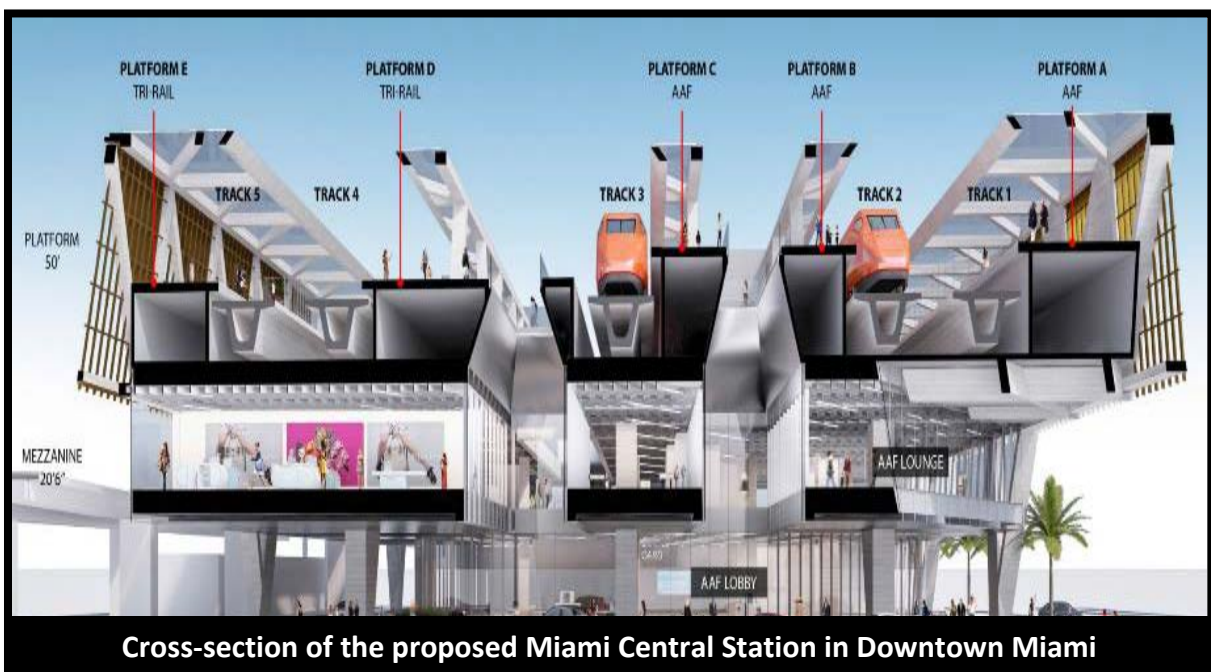
The commuter rail component of the Northeast Corridor consists of the Tri-Rail Downtown Miami Link and the Tri-Rail Coastal Link. The South Florida Regional Transportation Authority (SFRTA) is the public agency that operates the Tri-Rail network. The Tri-Rail system began in 1989 and currently operates 72 miles of commuter rail along the I-95 CSX corridor (now known as the Tri-Rail corridor) from West Palm Beach to Miami International Airport.



The Tri-Rail Downtown Miami Link is designed to bring commuter rail service from the existing Tri-Rail service on the I-95/CSX corridor to downtown Miami. The current Tri-Rail service terminates in Miami-Dade County at Miami International Airport.

The Tri-Rail Downtown Miami Link takes advantage of two other major initiatives that have been underway. The first is the connection of a rail link between the Tri-Rail corridor and the FEC corridor. This project has been funded by the Florida Department of Transportation (FDOT) through a federal TIGER (Transportation Investment Generating Economic Recovery) competitive grant program. This project, initially conceived as part of the freight rail plan provides for the east west movement of trains from the Port of Miami to west Miami-Dade County.

Additionally, All Aboard Florida (AAF) is establishing inter-city rail service from Miami to Orlando. This project, which is just beginning construction, includes a Miami Central Station which will be located immediately adjacent to the Miami-Dade



Government Center and will consist of the rail station and a comprehensive transit oriented development with extensive retail, office and residential components.

SFRTA and AAF, realizing this potential and synergy have developed a plan that would, as part of the construction of the Miami Central Station, construct the tracks, platforms and station space needed for Tri-Rail. Additionally, Tri-Rail has developed an operational plan that would, using the FDOT TIGER connector, bring existing Tri-Rail service to downtown

Miami with the opening of AAF. In early 2017 the project will bring over 26 commuter trains a day coming directly to downtown Miami.

The SFRTA project is estimated to cost \$69,000,000. It will be funded through a collaborative funding partnership including FDOT, SFRTA, the City of Miami, the Miami Downtown Development Authority and the two Community Redevelopment Agencies (CRA) where the project is located. These are the Southeast Overtown/Park West CRA and the Omni CRA. They have also identified the need for Miami-Dade County/CITT participation.

The County/CITT contribution is \$13,900,000. This represents 20% of the project cost and would be used for the Tri-Rail portion of the Miami Central Station. It will not be used for the AAF part of the project. The source of funds will be the Capital Expansion Reserve which was established to continue and stimulate progress on major new investments in the People's Transportation Plan (PTP) corridors.

The new Tri-Rail station in the MiamiCentral Station will also be an essential and critical component of the Tri-Rail Coastal Link (TRCL) project, formerly known as the South Florida East Coast Corridor (SFECC) Project. The project was planned to be a 13.6-mile heavy rail corridor from downtown Miami along Biscayne Boulevard and the FEC corridor to the Broward County Line at NE 215th Street and was estimated to cost \$795 million.

The SFECC study proposed reintroducing passenger service along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor between downtown Miami and Jupiter. FDOT District 4 led the effort for this corridor and conducted an Alternatives Analysis/Programmatic Environmental Impact Statement for the FEC Corridor from Jupiter (in northern Palm Beach County) to Downtown Miami. The study examined heavy rail, light rail, commuter rail and bus rapid transit options along the corridor. Commuter rail was selected as the preferred alternative.

The TRCL is planned to include 85 miles of service from downtown Miami to Jupiter along the FEC corridor with 25 stations, six of which would be in Miami-Dade County. These include the downtown MiamiCentral Station, Midtown Design District, 79<sup>th</sup> Street, North Miami, North Miami Beach and Aventura. The project is designed so that certain segments, such as the Miami-Dade portion, could proceed on a faster track than the tri-county project.

In November 2012, representatives of the various South Florida stakeholders developed an agreement on the agency roles and responsibilities for each of the project components of the SFECC Study for implementing service on the FEC. Using the agreement, the project steering committee prepared a Memorandum of Understanding (MOU) as to the process and responsibilities leading to the start of services, and a final version was approved in its April 2013. The TRCL development team submitted a request April 2014 to the Federal Transit Administration (FTA) to formally enter the Project Development & Environment (PD&E) phase.

The SFRTA has requested the use of Charter County Transportation Surtax Funds for a portion of this project.